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SUNDAY, MARCH 4, 1906.

Do thou take care only of thy duty, of the means and proper instruments of thy purpose, and leave the end to God. —Jeremy Taylor.

Our Educational Page.

On our educational page to-day will be found a number of instructive articles from practical writers.

Dr. L. T. Royster, of Norfolk, discusses manual training and sheds light upon that subject, about which there is so much misunderstanding. Dr. Royster undertakes to disabuse the popular mind of the notion that manual training in the public schools is designed to teach pupils a trade. Manual training is, in fact, mental training, and in greater or less degree, moral training. "Through the teaching of manual training," says Dr. Royster, "the faculties of mind and body are brought into close relation with each other, bringing the dreamer out of the clouds and teaching him to know the earth on which he lives, and raises the mechanic above the level of the plane and saw."

One of the greatest offices of manual training is to teach the fine art of observing correctly; to teach the child the importance of seeing with his eyes and hearing with his ears and understanding with his mind. There are so many careless seers and careless listeners in the world that it is hard to get an intelligent report of any occurrence, and that is one reason, by the way, why newspapers have the reputation of being inaccurate. The reporter usually gets his news second-hand, and there are few people who are capable of giving an accurate account. Manual training teaches accuracy and emphasizes the importance of it, and, therefore, it teaches truthfulness and the importance of it. So that manual training not only trains the hand, but trains the mind and trains the moral nature also—trains each and trains all, and trains them to work in harmony.

Another interesting article on our educational page is from Mr. F. B. Watson, superintendent of schools for the county of Pittsylvania. Mr. Watson is an educated man and teacher, and for several years he has devoted his entire thought and time to the public schools of his county. That is his occupation, and he is thoroughly absorbed in his work. Mr. Watson speaks of the importance of high schools in the counties. He does not underrate the value of normal schools, but he thinks that the high schools should be stepping stones to the normals. He emphasizes, also, that many pupils in the public schools will never be able to enter the normal schools or college for lack of financial means, and if they do not have the benefit of high school instruction in the counties they will not get it at all.

Quite so, and moreover, it is well known that the normal schools are now doing much work that should be done in the high schools. A large percentage of the normal school pupils are taking studies which they should have taken before entrance. It is a false system and false economy. We should have high schools for high school work and normal schools for normal instruction. Then pupils would not be admitted to the normals until they were prepared.

There are several other articles on our educational page this week which make it altogether one of the best of the series. Mrs. L. R. Dashiell, who has done such effective and patriotic service in organizing local education associations, contributes an article on that subject, with practical hints.

Professor Charles W. Kent, of the University of Virginia, contributes a striking article entitled "Three Visions: As to the Primary, Graded and High Schools. As to the Relation of the State Institutions to Each Other. As to the Relation of the Denominational Colleges to the University of Virginia."

The illustrated article is written by a member of the Virginia Polytechnic Institute faculty, and gives a history of the library of that institution.

Looking Backward.

Remember that time you climbed a mountain road in the night time? You groped your way along in darkness "o'er crag and torrent," stumbling on rocks, butting into trees, losing the path now and then and making all sorts of absurd mistakes. Sometimes you were afraid to take a step forward, for you knew not but that you would step on nothing and kick the air. You were bewildered, because you could not see ahead.

But by and by you reached the top and camped for the night, after offering up a prayer of gratitude for your deliverance. You were awakened next morning by the light of the sun and you rubbed your eyes and wondered where you were. Presently you remembered, you recalled the perilous journey of the night and instinctively your eyes turned to the way you trod. You looked down on it and it was as plain as daylight. It was so plain, it looked as though the wayfaring man, though a fool, need not have erred therein. There were all the obstacles in plain view, the rock you fell upon, the tree you butted, the stumbling blocks of whatever character, so easy to avoid that you wondered how you ever found them in the dark.

That's the difference between looking forward and looking backward. "If one's foresight were only as good as one's hindsight"—you've heard the saying. In the journey of life we walk largely by faith and not by sight. The lamp of experience sheds but a feeble ray upon the path ahead. We grope our way in darkness, never seeing obstacles and difficulties. Is it surprising that we make mistakes at every turn? The surprise is that we do not make more.

But at the end of the journey, when we look backward it is a very different situation. The path is plain enough—and the mistakes—how easy it was to avoid them had we but known at the start what we know at the end! One single flash of light ahead and how different it would all have been!

Dearly beloved, we do not always consider these things when we consider and condemn the mistakes of others. Glaring mistakes? Yes, indeed. Plain as a man's nose on his face. Plain to everybody, for everybody is looking backward. But remember that it was different with the mistake-builder. He was looking forward, but his eye could not penetrate the cloud of darkness ahead. There was no kindly light to lead him on.

We should all be fairer in our criticisms, if we only took pains to catch the point of view of the other fellow.

"Alarming" the Clergy.

According to a certain section of the New York clergy, the women of America are in rather a bad way. They are taking to drink like so many fishes. A well-known metropolitan "pulpit orator" merely revoiced a familiar warning when he declared a day or so ago that the drink habit among our women was alarmingly on the increase, and now constituted "a great peril to the home and to the republic." Girls in their teens, he said, were constantly seen industriously toping in public places. And he added the specific assertion that at a recent New York luncheon, "twenty-four very young women drank thirty-six bottles of champagne, while fifteen of them smoked seven dozen of cigarettes."

All this would be properly terrifying if we had not heard it before so often in the past. The topic seems to have a singular fascination for metropolitan divines, and their views upon it have long been unalterably pessimistic. For some years now the drink evil among the ladies has been "alarmingly on the increase." By this time, at the indicated rates, the entire sex should be hopelessly inebriate and doubtless in retirement somewhere receiving the gold cure. For a decade or so, the "home and the republic" have been steadily menaced by a rapidly growing army of bibulous females. Yet society has still managed to hang together and the old world continues to plod along. Having now hearkened so often to the cry of wolf, we have at length become reluctant to express alarm any more.

There is little, if any, real evidence, we believe, to show that American women are in any sense becoming victims of the liquor habit. That women may be seen drinking in New York restaurants is of course not to be doubted. That a young ladies' lunch party in the same city behaved in the way described above may very possibly be true. New York young women are not by any means exempt from the legacy of folly to which the whole human race, including even ministers, is very largely heir. But to proceed to draw large national inferences from any such data as that is to exhibit an acute lack of the logical mind. To accept New York as a standard for American manners is to convict oneself of a fairly ludicrous narrow-mindedness. It is to be as absurd as those foreigners who come over here and write books about us after, say, a fortnight's stay at Newport.

It is a misfortune, but we believe it is a truth that sensationalism in the pulpit too frequently spells popularity. Ministers, doubtless, know this and some of them act upon it. It is to be feared that in arraigning American women for increasing intemperance, the "popular" preacher is occasionally more interested in attracting attention to himself than in speaking forth only the words of truth and soberness. If this evil really exists its existence may be readily demonstrated by gathering a few facts and figures of some real national significance.

Legal Handicaps.

In yesterday's paper we referred to the proposition to limit the earnings of railroad companies to a sum sufficient to pay operating expenses and a fair dividend on the investment. Of the same purport is a bill introduced by Congressman Lloyd, of Missouri, to limit private fortunes to $10,000,000. Men who advocate such measures are very short-sighted. It is poor policy, to put any limitation upon human endeavor, except so far as to prevent trespass. Whenever that is done initiative will be destroyed, there will be no incentive to action beyond a given point, and the country will be deprived of the services of many a bright and useful man.

But some will say $10,000,000 is enough money for any man to have. That may be, yet a number of the most useful men in this country have accumulated more than $10,000,000 and are still working. They do not work for the money per se. They have more money than they can possibly spend and they know it. They are not misers, they give away vast sums of money each year, but they keep on accumulating and the desire for more keeps up their activities. They do not care for the money so much as they care for the game. They like to trade; they like to make successful trades; they like to scheme and push and develop.

But if the law provided that no man should own more than $10,000,000 and that all accumulations over and above that sum should be confiscated, it is obvious that all men would cease working as soon as they reached the limit. The law allows a man to bequeath his property, for the sufficient reason that otherwise there would be no incentive to accumulate more than he and his family could consume during his lifetime. It has ever been the policy of this government to encourage individual development. Any policy which has the opposite tendency is un-American and un-democratic.

A Life of Service.

(Selected for The Times-Dispatch.)

"Then said Jesus to those Jews which believed on Him, if ye continue in my Word, then are ye my disciples indeed, and ye shall know the truth, and the truth shall make you free."—St. John VIII., 31:32.

The purpose and result of freedom is service. This sounds like a paradox. Great truths very often thus present themselves, but it is only when we combine the two different terms of which they are composed that the whole truth is revealed.

God frees our souls—not from service—not from duty—but INTO service, and into duty. Duty has become to us such a cold, hard word, and service seems so full of the spirit of bondage, that it is with a feeling of surprise we realize that it is in itself a word of liberty and freedom.

But when we turn to Jesus and think of Him as the manifestation of His own Christianity—(and if men would only look at Him and see what Christianity really is, and not at the poor, faulty representatives of Jesus whom they see around them)!—when we turn to the life Jesus, we see clearly that the full purpose of consecration and of freedom is service to His fellowman.

It is a life of service from the beginning to the end. He sets up service and nothing but service to be the sole purpose, the one great desire on which the souls of His followers should be fixed continually.

What is it that Christ has left to be His symbol in the world? It is the cross, the sign of consecration and obedience.

It is not simply suffering. Christ does not stand primarily for suffering. Suffering is an accident. It does not matter whether you or I suffer. "Not enjoyment, and not sorrow" is our life; not sorrow any more than enjoyment, but obedience and duty. If duty brings sorrow, let it bring sorrow.

It is not pain; it is consecration of life. It is the joy of service that makes the life of Christ. It is for us to serve Him—serving fellow-man and God—whether it bring joy or pain. We must resolutely put from us the thought of happiness or sorrow, and if only we are dutiful and faithful, brave and strong, then we shall be in the great company of the Christ.

You can help your fellow-man; you must help your fellow-man; and the only way you can help them is by being the noblest and the best man that it is possible for you to be.

I watch a workman building a lofty tower, which by and by will toss its pinnacles up to the heavens. I see him building up and wondering how high these pinnacles are to be, measuring the feet and the height of the beams; and yet all the time he is cramming rotten stone into the foundation. Let him forget the pinnacles, if he will, or hold only the floating image of them in his imagination for his inspiration; but the main thing for him to do, is to put a strong, brave soul, an honest, substantial life, and good, true material into the building just where he is now at work.

It seems to me that comes home to us all. Men are questioning now, as never before, whether Christianity is indeed to be the salvation of the world. They are feeling how the world needs salvation, how it needs regeneration; how it is wrong and bad all through and through, yet mixed with the good that is in it everywhere.

They ask with eagerness: "Is this Christian life that claims so much for itself competent for the mighty task it has undertaken? Can it meet all these human problems, relieve all these human miseries and fulfil all these human hopes?"

Christian men and women it is for us to give our answer to that question! It is for us to decline that Christianity, that the Christian faith, the Christian manhood can do that for the world, which the world so sorely needs.

Do you say "what can I do?" You can furnish one Christian life. You can furnish a life so faithful to every duty, so ready for every service, so determined to be uure and true, that the great Christian Church, shall be the stronger for your living in it, and the world be better for your example. Thus great peace and hope shall come into this poor perplexed phase of our humanity, as it sees a new revelation of which Christianity may be.

Christianity has not yet been tried. None should presume to condemn Christian faith to-day, because the Christian faith has not been tried. Men must get rid of the thought that it is mere machine, an expedient for saving them from suffering and pain. Not until they get the grand idea of the great power of God present in and through the lives of men does Christianity enter upon its true trial, and become ready to show what it can do.

Therefore we struggle against our sin in order that men may be saved around us, and not that we may only save our own poor souls.

You have got to learn that Christianity comes to us not as a luxury, but as a force. If a man should value Christianity simply as a luxury which he possesses, he never gets the Christianity which he values.

Only when Christianity is a force, only when I seek independence in serving men, do I cease to be their slave. And the victory is sure to come. Claim then your freedom and joy in service. "Ye shall know the truth, and the truth shall make you free."

We are pleased to know that the objectionable clause in the automobile bill, quoted in yesterday's Times-Dispatch, has been stricken out. All harsh laws are to be avoided. They defeat their own end by making men who suffer by them rebellious. It should be the endeavor of the State to create respect for law, and this can only be done by making the entire Code just and reasonable.

The steel trust has flatly ordered that there shall be no coal strike. The mere consumer could only request it. This is one more advantage of being a trust.

As far as overwhelming public interest goes, however, Mrs. Nicholas Longworth can hardly hope to rival Miss Alice Roosevelt.

We sincerely trust that Mr. John D. Rockefeller has decided to give up process-dodging for Lent.

Springfield, O., provides the latest admirable opportunity for a rather demolishing Southern retort.

The Patrick witnesses can carry a new verse of "Roll, Jordan, Roll" back to Texas with them.

Kaiser Wilhelm, at 47, continues to show no signs of needing the services of Surgeon Osler.

A Brooklyn lawyer has just been arrested for champerty. It's in the dictionary.

Don't forget, in the stress of politics and insurance, that Ecuador is still revoluting.

But a few of us would like to be the ice-man next spring.

It takes a good Bill to get the O. K. of a divided house.

As to Cromwell, there is something dictatoresque in the very name.

Rhymes for To-Day.

Exorcising the Blues.

Whene'er I'm feeling cynical, cantankerous or finical,
I have a little plan by which I knock tantrums out:
I sit down and write an article without the slightest particle
Of notion what the dickens it is going to be about.

Yes, any old banality of no originality
That pops into my cranium is amply good enough;
I seize, with no apology, most any phraseology
That rises to my pencil, and begin to write my stuff.

It may turn out political, artistical or critical,
Dramatic, theological, historical or—rot;
But when I'm nearly finishing I feel my blues diminishing,
And ere I scribe FINIS, I'm as like to smile as not.

My method's not defensible as logical or sensible,
But I think it's ostensible it really works a charm;
It drives all asinnity from my disturbed vicinity—
Abashed by that divinity who steers good write-arm.

—H. S. H.

Merely Joking.

Strict Economy.—Mr. Justwed: "It's so sweet of you to agree that we must economize. But do you think you can get along without a cook?" Mrs. Justwed: "Oh, yes. We'll have all our meals sent in by a caterer."—Cleveland Leader.

Impossible.—Her: "Do you think I'm as old as I look?" Him: "No; you couldn't possibly be."—Indianapolis Star.

Off and On.—Redd: "I see Hevimann has been out horseback riding for four hours. Pretty hard on that horse?" Greene: "Oh, well, he was only on the horse about half of the time."—Yonkers Statesman.

His Reputation.—"Well, Plunger has completely lost his reputation," observed Clubsky. "It's a good thing," said his friend. "It was the most objectionable thing about him."—Detroit Free Press.

The Usual Answer.—"You're rather a young man to be left in charge of a drug store," said the fussy customer, "have you any diploma?" "Why—er—no, sir," replied the drug clerk, "but I have something just as good."—Philadelphia Press.

Just Young Enough.—Edith: "So Ethel is engaged to that millionaire; isn't he too old?" Gladys: "Oh, no. She feels sure he will live until the ceremony."—Judge.

Practical She.—He: "I would be willing to exchange the responsibility of riches for the bonds of love at any time." She: "Unfortunately one cannot cut coupons from the bonds of love."—Town and Country.

Congenial Employment.—"George has found congenial work at last." "What is he doing?" "Making his own cigarettes."—Cleveland Plain Dealer.

Not Auto Bruises.—Goofer: "Ah! So you have bought an auto?" Shoofer: "No; I got these bruises and fractures by slipping on the icy pavements."—Pittsburg Gazette.

Voice of the Pepole

Condition of Grove Avenue.

Editor of The Times-Dispatch:

Sir,—With your permission I would like to emphasize the complaint recently made of the condition of Grove Avenue. I have been familiar with the avenue for some six years, and I do not think it has been much worse in that time than it has been during the bad weather of this winter. A year or two ago it was put in pretty good condition, but neglect and the heavy hauling, especially by city teams hauling dirt to adjacent streets, have nullified much of the good work that was done. This is a very popular thoroughfare, both with pedestrians and vehicles, and it seems that it should be kept in better condition.

Another thing: It has been about two years, I think, since granolithic guttering and curbing was put down on the north side. Why should the south side be entirely slighted in this respect? The city claims control to the fence line, and one side is as much entitled to this improvement as the other, as I view it. Moreover, th property-owners on the south side gave their property for the widening of the avenue and are entitled to consideration more than those on the north side, I think, yet they are entirely ignored and neglected. During wet weather it is absolutely impossible to cross from the south side without getting your shoes half covered with mud, and the crossings at the corners on the same side are just as bad, or worse. I suppose the answer would be, either that the southsiders pay no taxes to the city, or that there is but little building on their side. The fact that the city controls both sides, as stated above, and used the owners' property to widen the street, should be sufficient answer to the first objection; and the other fact that building follows street improvement should answer the second. However the annexation question be settled, there is no doubt but that the south side of the avenue will be taken into the city, and the latter should encourage improvements on that side, which will ultimately redound to her benefit. Not only that, but, as I happen to know, nearly all the southsiders are property-owners and taxpayers in the city, also, and are entitled to consideration on that account. It would not cost a great deal to put the avenue in splendid condition, and as the city is now boasting of her fine financial health, I hope she will "get busy" on this popular thoroughfare very soon.

MUD TURTLE.

Need of Public Library.

Editor of The Times-Dispatch:

Sir,—I have been interested in the editorials in your paper in regard to the need of a public library. I heartily agee with the sentiments therein expressed, and ask space in your Sunday issue to say a word along the same line.

As a teacher in the public schools I am in a position to know that pupils and teachers are seriously hampered in their work for lack of a good library. The State Library is unable to do this work, because of the multiplicity of lines it has to work along, relieved of this, it could forge ahead more rapidly in its fine work in other lines. The private libraries lack the means to purchase the required books and employ enough assistants. As it is impossible for the vast majority of parents to buy all the books their children need, it is clearly the duty of the city to provide this means of education and progress.

The children need and have a right to a library containing not merely the standard works of literature, but all the reference books necessary in their studies. There should be a set of assistants whose principal duty would be to help all parties, find and make use of the data they sought. There should be primarily a department of this nature as accessory to our various educational institutions. Then should come similar departments for the help of all professions and trades. The librarian should be an ex-officio member of the school board, required to submit a monthly report as to what the library was doing for the help of the schools. At least two members of the advisory board should be teachers. I happen to know that this plan works to incalculable advantages in several cities where I have taught.

The various departments, would, of course, be open to all desiring to avail themselves of these opportunities. One of the South's most famous poets, also a finished scholar, Sidney Lanier, obtained the larger part of his education from a public library.

It was Erasmus, I believe, who in his zeal for learning, said that when he got some money he would first buy books, if there were any money left, some necessary clothes. If the council has any money, I hope it will buy books,——later, some more books.

MILLEDGE L. BONHAM, JR.,
Teacher Richmond High School.
Richmond, Va., March 1.

Virginia Roads.

Editor of The Times-Dispatch:

Sir,—One of Virginia's most prominent men said recently that money devoted to the improvement of roads should be considered not as an expense, but as an investment. Nothing could be truer, and the truth of the statement should be impressed on the people of Virginia in every way possible. It is rather difficult to understand why we have so long borne the many ills that we have by reason of bad roads and it will certainly be no less difficult to justify a continuance of these conditions.

The fact that people will continue to submit year after year to the virtual isolation that most of the country districts of Virginia endure throughout practically three or four months of the year is as difficult to explain as it is mortifying to admit. The only explanation that really explains is that our people really do not fully realize what an enormous addition to the comforts of country life (not to mention the enhancement in value of property) would be made by the substitution of good roads for the quagmires that disgrace the many communities in which they are found.

Considering merely the opportunity for greater indulgence in social pleasures that good roads offer, their desirability cannot be questioned, for why should near neighbors become strangers to one another during a great part of the year by reason of the risk to life and limb, not to mention the wear and tear on horses and vehicles that bad roads imply. Or, again, what advantage is it to a farmer to have for sale many products of his farm if he can not get them to market by reason of impassible roads?

Some one writing recently to The Times-Dispatch, and referring to the many manifestations of interest in the improvement of schools throughout the State, said very truly, that good schools meant very little to those who throughout a large part of the year were shut off from them by reason of bad roads. Of course, to make good roads or anything else good, money is necessary and perhaps the need of this may have been in the past the most potent factor in continuing conditions that are no longer excusable and should not be considered tolerable, but poverty is a plea that I am glad to believe is no longer a valid one in Virginia, and one of the chief reasons why our roads are not better is that in many communities at least the people tolerate conditions that are perfectly susceptible of improvement.

I have in mind now a community near Washington that is every winter virtually at the mercy of a concern that is getting out and hauling railroad ties and that in a few weeks put the roads in such a condition that they are scarcely passable.

No one will claim that these people have right to so use or rather misuse the public highway that they cease to be throughfares for the community, and yet such abuses are allowed to continue year after year.

I have read with the deepest interest and the most cordial approval the plan of The Times-Dispatch to devote one or more pages of the paper to the cause of education—can you not champion also the cause of good roads? With better roads leading to better schools, we will have put into effective operation two of the agencies that will most surely again make our grand old State not only the pride of her people, but easily first among her sister States as she was in the good old days of yore.

In conclusion I cannot refrain from expressing my most sincere appreciation of the splendid work of The Times-Dispatch in advancing the interests of Virginia in whom all Virginians feel so just a pride, and for whose welfare they should all strive. "W. N. B."

Philadelphia, Pa.

"Why?"

Editor of The Times-Dispatch:

Sir,—From my "coign of vantage," I wonder and wonder why there is so much irritation and agitation in the Legislature over things that affect the good of people? Our legislators must be wise, and should be as bright as the sunshine and as pure as the snow, since they are selected to represent the people who know them best. Then why, when a question, for the good of the young of our land, comes up, is there a necessity for showers of letters to our representatives and appeals to decide that question? Are there no fathers in the Legislature, or is it a fact that kindergartners prevail and need to be taught? Now, it seems to me (a mother of boys and girls), that a great deal of time has been wasted about cigarettes. Intelligent people, these days, are very particular about the blood-strain or pedigree of their horses, dogs and chickens, and their sanitary surroundings; is it possible that they are less careful about their children? Are these children to feed on and inhale with every breath a poison so deadly that the nicotine poison taken in by some boys in one day will kill 40 strong, active frogs? Dr. J. H. Kellogg, of Battle Creek, Mich., says:

"That the cigarette is a deadly poison is susceptible of the most positive scientific proof. A few months ago I had all the nicotine removed from a cigarette, making a solution of it. I injected half the quantity into a frog, with the effect that the frog died almost instantly. The other half was administered to another frog with like effect. Both frogs were full grown and of average size. The conclusion is evident that the cigarette contained poison enough to kill two frogs. A boy who smokes 20 cigarettes a day has enhaled poison enough to kill 40 frogs. Why does the poison not kill him? It does kill him. If not immediately, he will die sooner or later of weak heart, Bright's disease, or some other malady which scientific physicians now recognize as the natural results of chronic nicotine poisoning." DR. J. H. KELLOGG.

Battle Creek, Mich.

From the discussion of this cigarette bill the only arguments I can gather, in favor of making and selling cigarettes, are the revenue coming to the State and the turning off of so many employes. Is it possible that wise men consider the material interests of the State before the health, physical and mental, of the young? Other States have passed the anti-cigarette bill with excellent results. Shall Virginia, with all her pride and boasting, be behind in doing away with a curse that is laying the foundation for generations of weaklings and imbeciles? Many of this class throng our State to-day. I cannot believe our law and time will tolerate for a single moment the cigarette evil, if the desolation which it works could be fully realized. Great is the need of work. The vigorous agitation of the matter will quicken the public conscience, which, when aroused, is always right. Legislators are apt to say, "Why do these women meddle?" Because they love their homes, and some of them stand ever ready to put down these curses. Two thousand years of history have shown that the love of home and children is the dominating power in a true woman's life. She also knows enough about men to know that they are prone to get so engrossed in the consideration of weightier matters, such as fish, game, dogs, hogs, fences and diseased fruit trees, that they overlook the minor details—the children—our future rulers. THIS WOMAN is only joining with hundreds of others, in their life work of "picking up after men," and seeing that no stitches are dropped and over looked in the mighty fabric they are weaving—a nation's weal or woe.

In this appeal I believe I voice the sentiment of the majority of the people in the State, to those who have the decision in their hands. I would beg, be wise, be strong, be men, awake! The time is coming when the government and political party that refuse to listen to the wail of woe that a nation sends up, will be SET ASIDE. A story is told of a man in a railway car in England. He had with him a great dog. The porter said, "The dog cannot stay in this car." "The man smiled and said, "Put him out!" As the porter approached, the dog showed his great teeth, and the porter went out and locked the door. At the next station a porter came in and said, "This dog cannot stay in this car." "You put him out," said the gentleman. The dog showed his teeth and growled. The the next station the porter came in, and the man laughed as he settled himself comfortably, and said, "A, ha! I thought I would out-wit him." The man waited and waited for the car to go on, finally he opened a window and called to some one, "How long before the train starts?" The man said, "The train left two hours ago. They have side-tracked you. They came to you time and again to remove that monster and you would not, and the train left you."

Legislatures and political parties have been beseiged to put monsters out, again and again, but the time is coming when these parties will be side-tracked and the car of progress go on to a higher plane for civilization.

MRS. THOS. P. BAGBY.

West Point, Va.

The Limit.

(A West End doctor says the modern drawing-room is a death chamber, and that its contents form an ideal breeding ground for disease germs.)

Amanda, whom I so admire,
And hold as Eve's most beauteous daughter,
For thy sake I would go through fire,
And also through the coldest water;
There's naught in air, on earth, or sea,
I would not face for love of thee!

The jungle's tangled depths I'd pierce,
To prove that passion fires my being;
No beast of prey, however fierce,
Should find me from its talons fleeting.
I'd look it in its eyes of flame
And breathe thy soul inspiring name!

I'd stand before the deadliest gun
That ever came of man's invention;
But, still, Amanda, there is one
Thing I would rather like to mention:
I dare not face the dreadful doom
That lurks within thy drawing room!

I shudder with affrightedness
Whene'er I think of those bacilli,
And I must candidly confess
I dare not step inside—nor will I.
So let me, love, when next I call,
Pay my addresses in the hall.

—London Tribune.

Lost.

A Senator of the United States from the West, who first came into prominence as a lawyer in California, tells a story of the days when he was struggling for recognition at the bar.

"My first case," says he, "was one involving a complicated question of inheritance, and it was tried before the most noted jurist in California.

"Notwithstanding the complex questions of law involved, I determined to get at the bottom of things if it took a year to do so. I consulted every authority I could get my hands on, and, as the result of my industry, I turned out a brief that seemed to me an unanswerable one. It certainly was a comprehensive one—a point which gave me considerable uneasiness, for I feared it might prove too abstruse for the court.

"When my turn came I arose and boldly plunged into my argument, which covered two or three hundred printed pages. To my delight, the judge seemed really interested at first. But this joy was to be short-lived. In a while I was conscious that the attention of the court was not so intense. An hour or two later I observed signs of positive inattention, and this, too, in the midst of the most intricate part of my plea. Just as I had expected! The court was unable to perceive the fine points of my argument.

"At this juncture I hesitated and said: 'I beg pardon, your Honor, but do you follow me?'

"'So far I have followed you,' responded his Honor, 'but I'll be frank enough to say that if I could find my way back I'd gladly quit right here.'"—Harper's Weekly.

THIS DAY IN HISTORY
March 4th.

1797.—One pound or twenty-shilling notes first issued by the Bank of England. They were designed to take the place of the specie drained from the vaults to pay the foreign contracts.

1805.—Thomas Jefferson inaugurated for the second time President of the United States.

1811.—The French under Massena retreated before Lord Wellington upon Santarem, in Portugal, leaving their killed and wounded behind.

1829.—Andrew Jackson inaugurated President and John C. Calhoun sworn in as Vice-President of the United States.

1830.—William Cramp established his famous shipyard at Philadelphia, Pa.

1838.—Carlists, under Cabanero, entered Saragossa, but were driven out by the National Guards, with the loss of 120 killed and 700 prisoners.

1854.—The block of marble sent to the United States by the Pope as a contribution to the Washington Monument, Washington, D. C., destroyed by unknown vandals.

1861.—The ordinance of secession passed by the Texas Convention and submitted to the people, having been adopted by a majority of about 40,000; the convention declared the State out of the Union.

1862.—Brunswick, Ga., Fort Clinch, Fernandina and St. Mary's, Fla., captured by Commodore Dupont. Andrew Johnson appointed military governor of Tennessee.

1874.—Chief Justice Waite assumed his place at head of United States Supreme Court.

1879.—Forty-fifth Congress expired at 12 M. without having passed any appropriation for the army or for the legislative, executive and judicial expenses of the government.

1895.—The marriage of Anna Gould to Count de Castellane took place in New York.